

SpeedView Analysis Report

FOX POINT' TRAFFIC STUDY #1

Thu Apr 17, 2025 10:28
to Tue Apr 22, 2025 13:30

File: 00850061.csv

Date Created: Tuesday, April 22, 2025

Generator: 01986208

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Summary

Study Summary for file 00850061.csv

Study Conducted By: Master Deputy Rocco Wahl #413
Location of Study: Blackstone Blvd @ Smith Station Rd
Study Dates: April 17th - April 22nd, 2025

On April 17th, 2025 Master Deputy Rocco Wahl conducted a 5-Day Traffic Study in the Fox Point Subdivision. The purpose of the study was to address speeding concerns by collecting nonintrusive data on vehicles utilizing Fox Point's main entrance at Blackstone Blvd and Smith Station Rd. The Traffic Data Recorder has a bidirectional RADAR Antenna that will log each vehicles speed, time of speed, and direction of travel. Over the next few weeks, there will be seven traffic studies conducted in Fox Point. This particular study will be known as 1 of 7. The results will also be shared with Spotsylvania County's Transportation Department and Fox Point's Home Owner's Association. Below is a brief synopsis of the study results. Please keep in mind that this specific study location was used to obtain the total number of vehicles using this entrance. Therefore, the information related to speeds, such as averages, will be low due to vehicles reducing speed as they exit and increasing speed as they enter. For example, the Traffic Data Recorder's RADAR Antenna records the max speed of each vehicle as they enter its beam. If a vehicle enters Fox Point from Smith Station Rd and turns either left or right onto Prospect St, it will have less than 50ft to reach a top speed prior to making the turn. This example also applies to vehicles traveling in the opposite direction due to the posted Stop Signs at Blackstone Blvd and Prospect St. To address the issue of slower speeds being recorded in Study #1, a second study will be conducted on Blackstone Blvd at Cranston Ln (Study #2).

Speed Setting: 25mph
Total Vehicles: 8,239
Daily Average: 1,648
Vehicles Traveling 26mph or Greater: 1,670
Vehicles Traveling 36mph or Greater: 36
Max Speed for Approaching Vehicles (Exiting Fox Point): 44mph
Max Speed for Receding Vehicles (Entering Fox Point): 50mph
Average Speed for Approaching Vehicles: 21mph
Average Speed for Receding Vehicles: 19mph

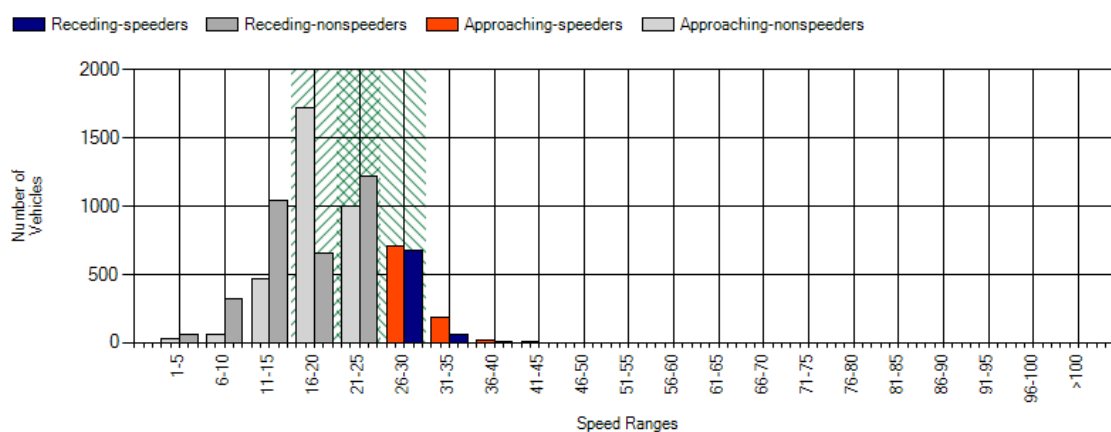
If you have any questions or concerns, please email Master Deputy Rocco Wahl at rwahl@spotsylvania.va.us

Traffic Analysis Report

Result Description		
File:	00850061.csv	
Study Title:	FOX POINT' TRAFFIC STUDY #1	
Study Run Dates:	2025/04/17 10:28:33 to 2025/04/22 13:30:02	
Total Study Time:	5 Days 3 Hours 1 Minutes	
Study Download Time:	2025/04/22 13:32:22	
Study Location:	BLACKSTONE BLVD AT SMITH STATION RD	
Study GPS Location:	Unknown	
Study Timing Interval:	5 minute blocks	
Study Total # of Vehicles:	8239	
Study Posted Speed Limit:	25 mph	
Study Total # of Speeders:	1670	
Approaching Traffic	# of Vehicles:	4187
	# of Speeders:	914
	Maximum Speed:	44 mph
	Average Speed:	21 mph
	Median Speed:	20 mph
	85th Pecentile Speed:	26 mph
	10 MPH Pace:	16 to 25 mph
Receding Traffic	# of Vehicles:	4052
	# of Speeders:	756
	Maximum Speed:	50 mph
	Average Speed:	19 mph
	Median Speed:	19 mph
	85th Pecentile Speed:	25 mph
	10 MPH Pace:	21 to 30 mph

Volume - Total Vehicles

The following graph shows the breakdown of all vehicles tracked in this study. The horizontal axis is broken down into incrementing speed buckets of 5 mph with the resulting count of vehicles residing within those speeds being displayed as the corresponding volume on the vertical axis.

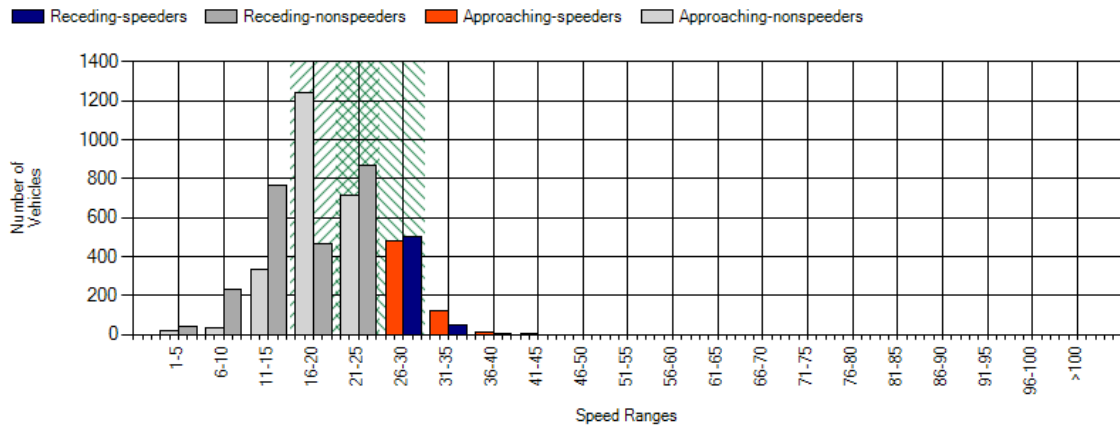


Speed [mph]	1-5	6-10	11-15	16-20	21-25	26-30	31-35	36-40	41-45	46-50	51-55
Approaching Total Volume	26	60	464	1721	1002	708	184	17	5	0	0
% of Total Approaching	0.62%	1.43%	11.08%	41.10%	23.93%	16.91%	4.39%	0.41%	0.12%	0.00%	0.00%
Receding Total Volume	59	322	1043	654	1218	680	62	9	2	3	0
% of Total Receding	1.46%	7.95%	25.74%	16.14%	30.06%	16.78%	1.53%	0.22%	0.05%	0.07%	0.00%
Total Volume	85	382	1507	2375	2220	1388	246	26	7	3	0
% of Total Volume	1.03%	4.64%	18.29%	28.83%	26.95%	16.85%	2.99%	0.32%	0.08%	0.04%	0.00%

Speed (continued) [mph]	56-60	61-65	66-70	71-75	76-80	81-85	86-90	91-95	96-100	100+	Totals
Approaching Total Volume	0	0	0	0	0	0	0	0	0	0	4187
% of Total Approaching	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	--
Receding Total Volume	0	0	0	0	0	0	0	0	0	0	4052
% of Total Receding	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	--
Total Volume	0	0	0	0	0	0	0	0	0	0	8239
% of Total Volume	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	--

Volume - Weekday Total Vehicles

The following graph shows the breakdown of all vehicles tracked in this study for weekdays. The horizontal axis is broken down into incrementing speed buckets of 5 mph with the resulting count of vehicles residing within those speeds being displayed as the corresponding volume on the vertical axis.

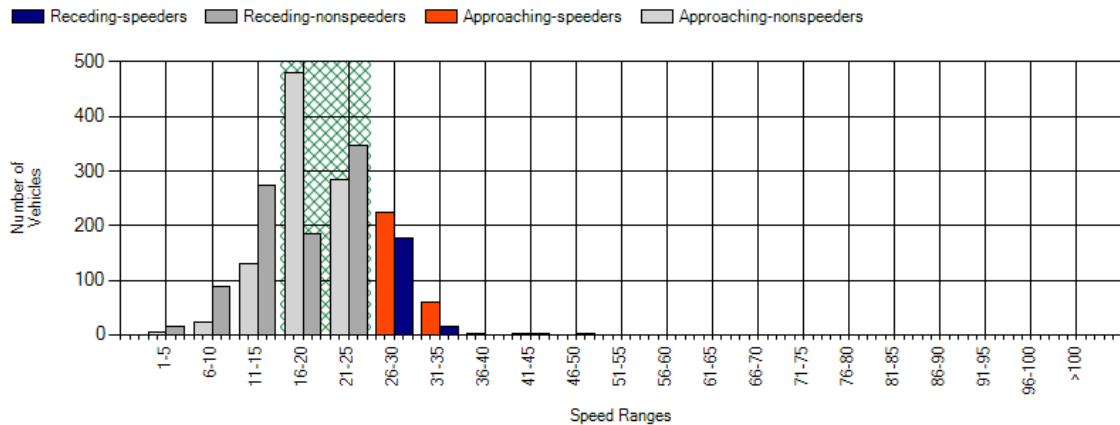


Speed [mph]	1-5	6-10	11-15	16-20	21-25	26-30	31-35	36-40	41-45	46-50	51-55
Approaching Weekday Volume	22	38	334	1241	717	483	125	14	4	0	0
% of Weekday Approaching	0.74%	1.28%	11.22%	41.67%	24.08%	16.22%	4.20%	0.47%	0.13%	0.00%	0.00%
% of Total Weekday	0.37%	0.64%	5.64%	20.95%	12.10%	8.15%	2.11%	0.24%	0.07%	0.00%	0.00%
% of Total Approaching	0.53%	0.91%	7.98%	29.64%	17.12%	11.54%	2.99%	0.33%	0.10%	0.00%	0.00%
Receding Weekday Volume	44	233	768	469	872	502	48	9	1	1	0
% of Weekday Receding	1.49%	7.91%	26.06%	15.91%	29.59%	17.03%	1.63%	0.31%	0.03%	0.03%	0.00%
% of Total Weekday	0.74%	3.93%	12.96%	7.92%	14.72%	8.47%	0.81%	0.15%	0.02%	0.02%	0.00%
% of Total Receding	1.09%	5.75%	18.95%	11.57%	21.52%	12.39%	1.18%	0.22%	0.02%	0.02%	0.00%
Weekday Volume	66	271	1102	1710	1589	985	173	23	5	1	0
% of Weekday Volume	1.11%	4.57%	18.60%	28.86%	26.82%	16.62%	2.92%	0.39%	0.08%	0.02%	0.00%
% of Total Volume	0.80%	3.29%	13.38%	20.75%	19.29%	11.96%	2.10%	0.28%	0.06%	0.01%	0.00%

Speed (continued) [mph]	56-60	61-65	66-70	71-75	76-80	81-85	86-90	91-95	96-100	100+	Totals
Approaching Weekday Volume	0	0	0	0	0	0	0	0	0	0	2978
% of Weekday Approaching	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	--
% of Total Weekday	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	--
% of Total Approaching	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	--
Receding Weekday Volume	0	0	0	0	0	0	0	0	0	0	2947
% of Weekday Receding	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	--
% of Total Weekday	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	--
% of Total Receding	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	--
Weekday Volume	0	0	0	0	0	0	0	0	0	0	5925
% of Weekday Volume	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	--
% of Total Volume	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	--

Volume - Weekend Total Vehicles

The following graph shows the breakdown of all vehicles tracked in this study for weekends. The horizontal axis is broken down into incrementing speed buckets of 5 mph with the resulting count of vehicles residing within those speeds being displayed as the corresponding volume on the vertical axis.

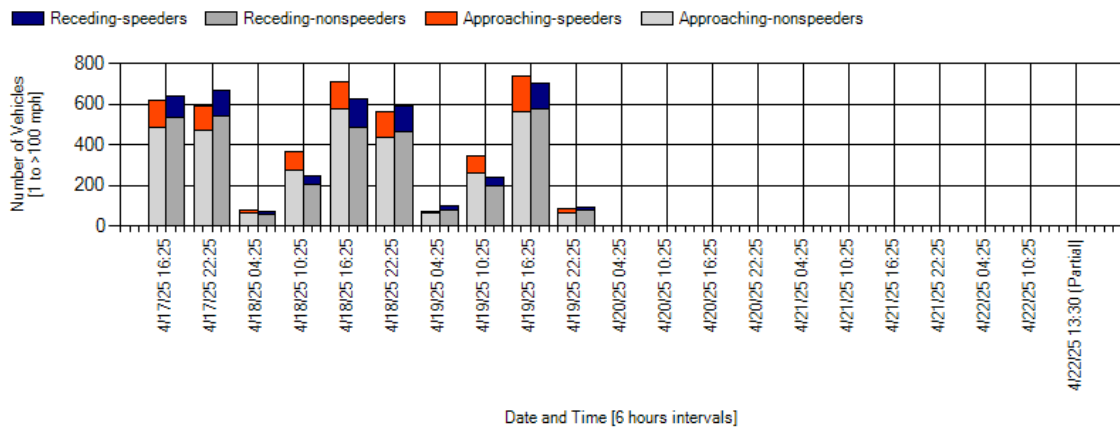


Speed [mph]	1-5	6-10	11-15	16-20	21-25	26-30	31-35	36-40	41-45	46-50	51-55
Approaching Weekend Volume	4	22	130	480	285	225	59	3	1	0	0
% of Weekend Approaching	0.33%	1.82%	10.75%	39.70%	23.57%	18.61%	4.88%	0.25%	0.08%	0.00%	0.00%
% of Total Weekend	0.17%	0.95%	5.62%	20.74%	12.32%	9.72%	2.55%	0.13%	0.04%	0.00%	0.00%
% of Total Approaching	0.10%	0.53%	3.10%	11.46%	6.81%	5.37%	1.41%	0.07%	0.02%	0.00%	0.00%
Receding Weekend Volume	15	89	275	185	346	178	14	0	1	2	0
% of Weekend Receding	1.36%	8.05%	24.89%	16.74%	31.31%	16.11%	1.27%	0.00%	0.09%	0.18%	0.00%
% of Total Weekend	0.65%	3.85%	11.88%	7.99%	14.95%	7.69%	0.61%	0.00%	0.04%	0.09%	0.00%
% of Total Receding	0.37%	2.20%	6.79%	4.57%	8.54%	4.39%	0.35%	0.00%	0.02%	0.05%	0.00%
Weekend Volume	19	111	405	665	631	403	73	3	2	2	0
% of Weekend Volume	0.82%	4.80%	17.50%	28.74%	27.27%	17.42%	3.15%	0.13%	0.09%	0.09%	0.00%
% of Total Volume	0.23%	1.35%	4.92%	8.07%	7.66%	4.89%	0.89%	0.04%	0.02%	0.02%	0.00%

Speed (continued) [mph]	56-60	61-65	66-70	71-75	76-80	81-85	86-90	91-95	96-100	100+	Totals
Approaching Weekend Volume	0	0	0	0	0	0	0	0	0	0	1209
% of Weekend Approaching	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	--
% of Total Weekend	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	--
% of Total Approaching	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	--
Receding Weekend Volume	0	0	0	0	0	0	0	0	0	0	1105
% of Weekend Receding	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	--
% of Total Weekend	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	--
% of Total Receding	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	--
Weekend Volume	0	0	0	0	0	0	0	0	0	0	2314
% of Weekend Volume	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	--
% of Total Volume	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	--

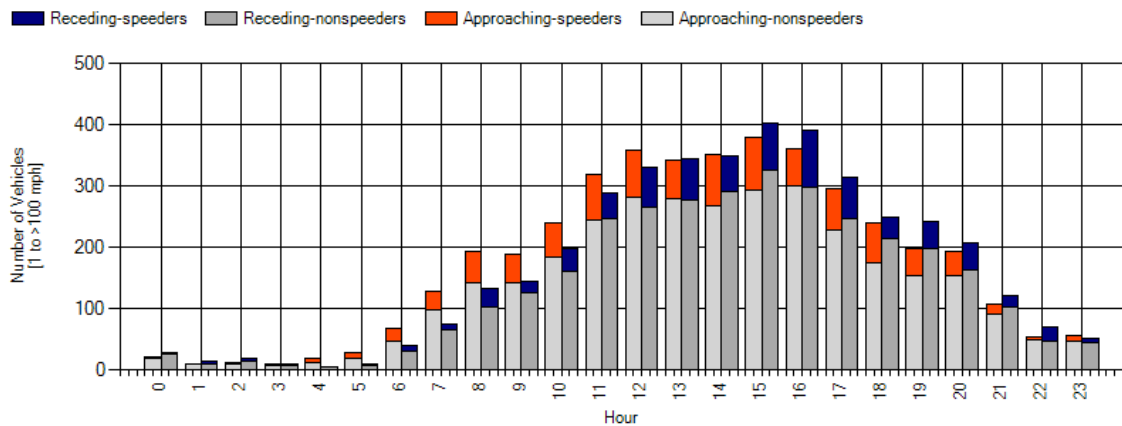
Volume - By Time

The following graph shows the breakdown of all vehicles tracked in this study. The horizontal axis is broken down into distinct time intervals of the study with the resulting count of vehicles captured during those time intervals being displayed as the corresponding volume on the vertical axis.



Volume - By Hour

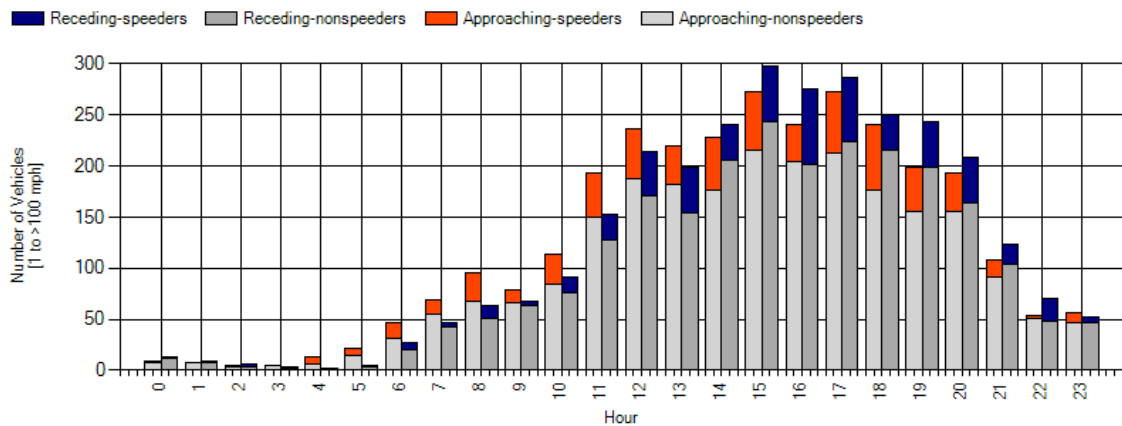
The following graph shows the breakdown of all vehicles tracked in this study. The horizontal axis is broken down into distinct time intervals of the study with the resulting count of vehicles captured during those time intervals being displayed as the corresponding volume on the vertical axis.



Hour	Travel Direction	Total Vehicles	Number of Speeders	Median Speed (mph)	Maximum Speed (mph)	Average Speed (mph)	85th % Speed (mph)
0	Approaching	22	2	19	32	19	22
0	Receding	30	4	20	29	20	24
1	Approaching	11	0	20	25	20	20
1	Receding	14	4	20	30	20	21
2	Approaching	13	1	18	34	18	19
2	Receding	19	3	16	28	16	18
3	Approaching	11	2	19	31	19	20
3	Receding	10	2	17	26	17	19
4	Approaching	20	8	22	33	21	24
4	Receding	5	0	14	24	14	15
5	Approaching	29	9	23	32	23	25
5	Receding	10	1	16	28	16	18
6	Approaching	69	22	21	41	22	28
6	Receding	40	8	19	28	18	22
7	Approaching	130	31	21	36	21	27
7	Receding	75	9	18	28	17	24
8	Approaching	194	50	21	38	21	27
8	Receding	133	29	21	35	20	26
9	Approaching	189	45	21	36	21	28
9	Receding	145	18	19	30	19	25
10	Approaching	240	56	20	34	20	27
10	Receding	199	37	19	34	19	25
11	Approaching	319	75	21	35	20	26
11	Receding	289	41	19	32	18	25
12	Approaching	359	77	20	41	21	27
12	Receding	332	65	18	49	18	26
13	Approaching	343	64	21	41	21	27
13	Receding	344	67	19	46	19	26
14	Approaching	351	82	20	41	21	27
14	Receding	350	58	20	33	19	25
15	Approaching	381	88	20	40	21	27
15	Receding	404	78	20	35	19	26
16	Approaching	361	61	20	35	20	25
16	Receding	392	94	20	32	19	26
17	Approaching	296	67	21	36	21	26
17	Receding	315	67	19	43	19	26
18	Approaching	240	64	20	36	21	26
18	Receding	250	35	20	33	18	24
19	Approaching	198	43	20	34	21	27
19	Receding	243	45	21	36	20	26
20	Approaching	193	38	19	44	20	27
20	Receding	208	44	20	32	19	26
21	Approaching	108	17	20	40	20	25
21	Receding	123	19	19	50	19	25
22	Approaching	54	3	18	34	19	23
22	Receding	70	22	21	43	20	27
23	Approaching	56	9	19	34	20	25
23	Receding	52	6	18	28	17	23

Volume - By Weekday Hour

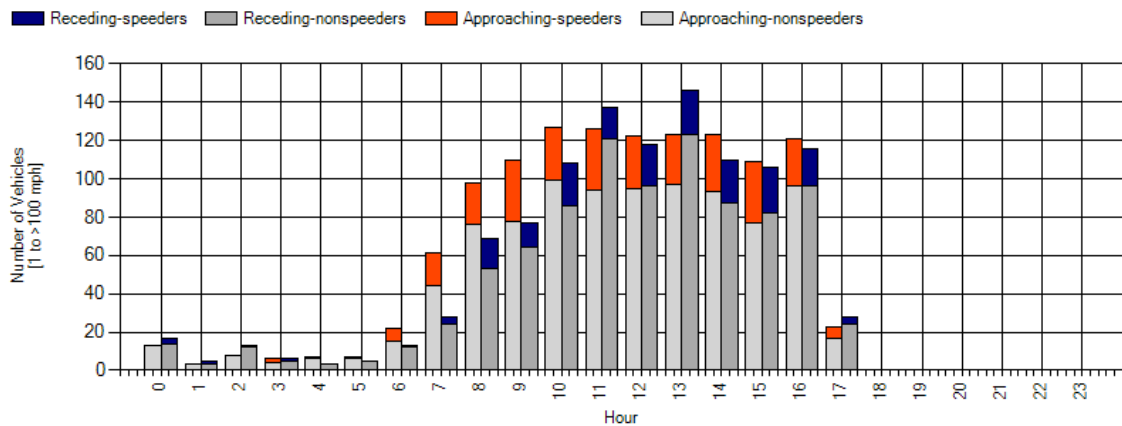
The following graph shows the breakdown of all vehicles tracked in this study. The horizontal axis is broken down into distinct time intervals of the study with the resulting count of vehicles captured during those time intervals being displayed as the corresponding volume on the vertical axis.



Weekday Hour	Travel Direction	Total Vehicles	Number of Speeders	Median Speed (mph)	Maximum Speed (mph)	Average Speed (mph)	85th % Speed (mph)
0	Approaching	9	2	18	32	19	23
0	Receding	13	1	21	27	20	23
1	Approaching	8	0	19	25	19	20
1	Receding	9	2	19	28	19	20
2	Approaching	5	1	22	34	22	23
2	Receding	6	2	22	28	22	22
3	Approaching	5	0	16	21	16	16
3	Receding	4	1	18	26	18	18
4	Approaching	13	7	25	33	23	27
4	Receding	2	0	17	24	17	17
5	Approaching	22	8	24	32	23	26
5	Receding	5	1	18	28	18	20
6	Approaching	47	15	20	39	21	28
6	Receding	27	7	19	28	18	23
7	Approaching	69	14	20	33	20	26
7	Receding	47	5	18	28	17	24
8	Approaching	96	28	22	38	21	28
8	Receding	64	13	20	35	20	27
9	Approaching	79	13	20	35	20	27
9	Receding	68	5	18	30	18	25
10	Approaching	113	28	21	33	21	26
10	Receding	91	15	18	31	18	24
11	Approaching	193	43	21	35	20	26
11	Receding	152	25	19	31	18	25
12	Approaching	237	50	20	41	20	26
12	Receding	214	43	19	38	19	27
13	Approaching	220	38	21	41	21	26
13	Receding	198	44	20	37	19	27
14	Approaching	228	52	21	41	21	27
14	Receding	240	35	19	32	18	24
15	Approaching	272	56	20	40	21	27
15	Receding	298	54	20	34	19	26
16	Approaching	240	36	20	32	20	24
16	Receding	276	74	21	31	19	26
17	Approaching	273	61	21	36	21	26
17	Receding	287	63	19	38	19	26
18	Approaching	240	64	20	36	21	26
18	Receding	250	35	20	33	18	24
19	Approaching	198	43	20	34	21	27
19	Receding	243	45	21	36	20	26
20	Approaching	193	38	19	44	20	27
20	Receding	208	44	20	32	19	26
21	Approaching	108	17	20	40	20	25
21	Receding	123	19	19	50	19	25
22	Approaching	54	3	18	34	19	23
22	Receding	70	22	21	43	20	27
23	Approaching	56	9	19	34	20	25
23	Receding	52	6	18	28	17	23

Volume - By Weekend Hour

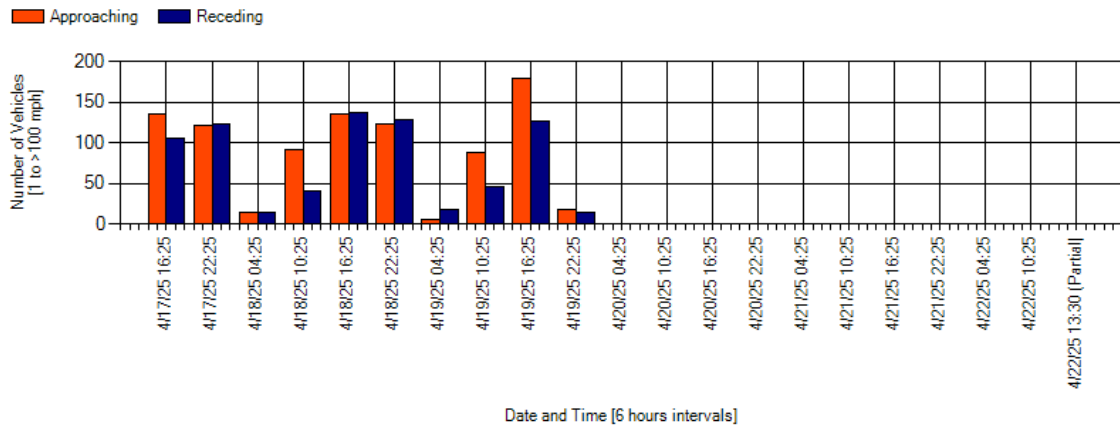
The following graph shows the breakdown of all vehicles tracked in this study. The horizontal axis is broken down into distinct time intervals of the study with the resulting count of vehicles captured during those time intervals being displayed as the corresponding volume on the vertical axis.



Weekend Hour	Travel Direction	Total Vehicles	Number of Speeders	Median Speed (mph)	Maximum Speed (mph)	Average Speed (mph)	85th % Speed (mph)
0	Approaching	13	0	19	23	19	21
0	Receding	17	3	20	29	20	24
1	Approaching	3	0	21	22	21	21
1	Receding	5	2	22	30	22	22
2	Approaching	8	0	16	19	16	17
2	Receding	13	1	13	27	13	16
3	Approaching	6	2	22	31	22	24
3	Receding	6	1	17	26	17	19
4	Approaching	7	1	16	27	17	19
4	Receding	3	0	12	14	12	13
5	Approaching	7	1	21	28	21	23
5	Receding	5	0	15	19	15	15
6	Approaching	22	7	23	41	23	27
6	Receding	13	1	19	27	17	20
7	Approaching	61	17	22	36	22	29
7	Receding	28	4	18	27	18	23
8	Approaching	98	22	21	34	21	26
8	Receding	69	16	21	32	20	26
9	Approaching	110	32	21	36	21	28
9	Receding	77	13	20	30	19	25
10	Approaching	127	28	20	34	20	27
10	Receding	108	22	21	34	20	26
11	Approaching	126	32	21	34	21	27
11	Receding	137	16	19	32	18	25
12	Approaching	122	27	21	34	21	27
12	Receding	118	22	18	49	17	26
13	Approaching	123	26	21	35	21	27
13	Receding	146	23	18	46	18	25
14	Approaching	123	30	20	34	21	27
14	Receding	110	23	21	33	20	26
15	Approaching	109	32	21	33	22	29
15	Receding	106	24	19	35	20	26
16	Approaching	121	25	19	35	20	27
16	Receding	116	20	20	32	19	26
17	Approaching	23	6	22	31	20	26
17	Receding	28	4	20	43	19	25
18	Approaching	0	0	0	0	0	0
18	Receding	0	0	0	0	0	0
19	Approaching	0	0	0	0	0	0
19	Receding	0	0	0	0	0	0
20	Approaching	0	0	0	0	0	0
20	Receding	0	0	0	0	0	0
21	Approaching	0	0	0	0	0	0
21	Receding	0	0	0	0	0	0
22	Approaching	0	0	0	0	0	0
22	Receding	0	0	0	0	0	0
23	Approaching	0	0	0	0	0	0
23	Receding	0	0	0	0	0	0

Volume - Total Speeders

The following graph shows the breakdown of all speeding vehicles tracked in this study based on the posted speed limit entered (25 mph). The horizontal axis is broken down into incrementing speed buckets of 5 mph with the resulting count of vehicles residing within those speeds being displayed as the corresponding volume on the vertical axis.



Approaching Breakdown

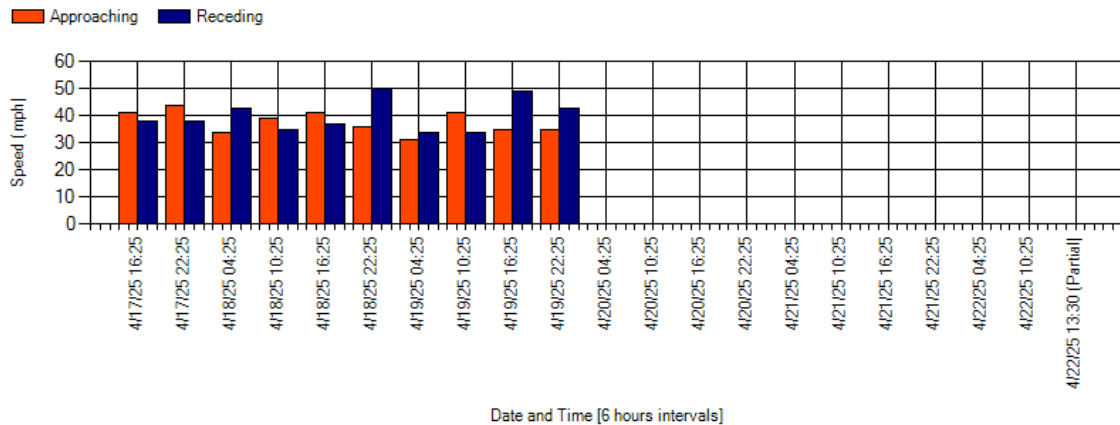
Speeding Statistics		10 MPH Pace		# Exceeding Limit				
Posted Limit	25 mph	Pace Speed	16 to 25 mph	Speed	26 to 35 mph	36 to 45 mph	46+ mph	Total
# At/Under Limit	3273	# In Pace	0	Volume	892	22	0	914
# Over Limit	914	% In Pace	0.00%	Percent	21.30%	0.53%	0.00%	21.83%
Average Speed	21 mph							
85th % Speed (weighted)	26 mph							

Receding Breakdown

Speeding Statistics		10 MPH Pace		# Exceeding Limit				
Posted Limit	25 mph	Pace Speed	21 to 30 mph	Speed	26 to 35 mph	36 to 45 mph	46+ mph	Total
# At/Under Limit	3296	# In Pace	0	Volume	742	11	3	756
# Over Limit	756	% In Pace	0.00%	Percent	18.31%	0.27%	0.07%	18.66%
Average Speed	19 mph							
85th % Speed (weighted)	25 mph							

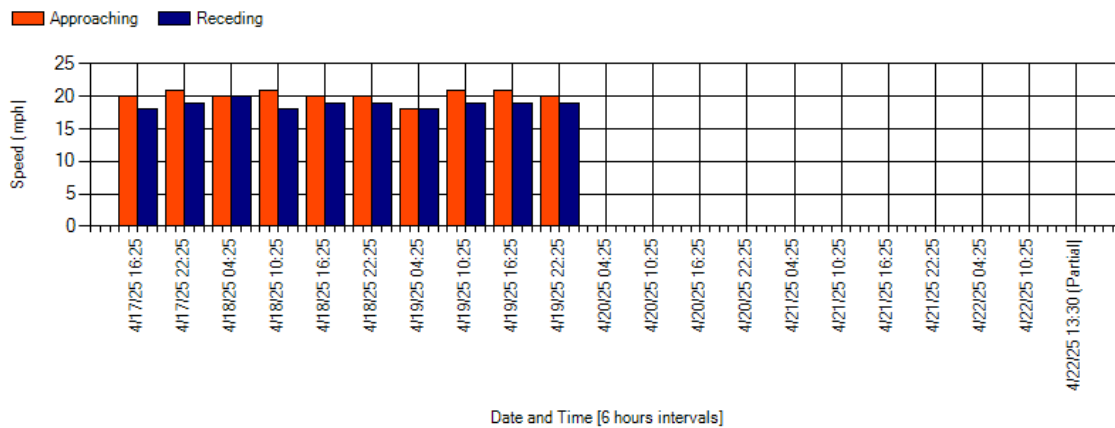
Speed - Maximum Speed

The following graph shows the maximum speeds captured in this study. The horizontal axis is broken down into distinct time intervals of the study with the resulting maximum vehicle speed captured during those time intervals being displayed as the corresponding speed value on the vertical axis.



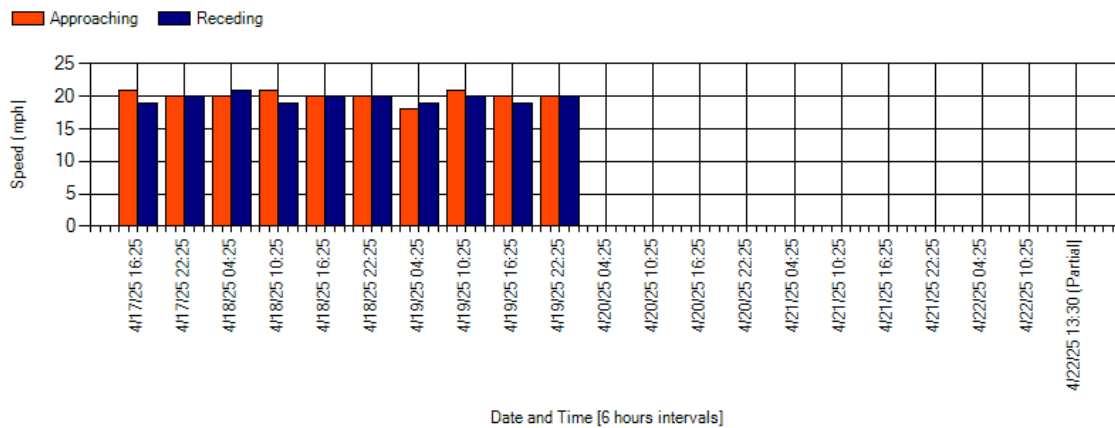
Speed - Average Speed

The following graph shows the average speeds captured in this study. The horizontal axis is broken down into distinct time intervals of the study with the resulting average vehicle speed captured during those time intervals being displayed as the corresponding speed value on the vertical axis.



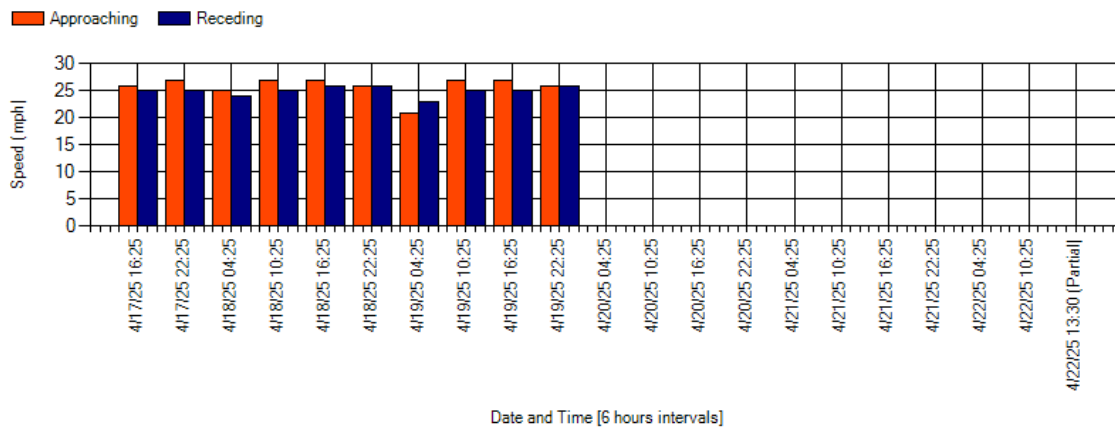
Speed - Median Speed

The following graph shows the median speeds captured in this study. The horizontal axis is broken down into distinct time intervals of the study with the resulting median vehicle speed captured during those time intervals being displayed as the corresponding speed value on the vertical axis.



Speed - 85th Percentile Speed

The following graph shows the 85th percentile speeds captured in this study. The horizontal axis is broken down into distinct time intervals of the study with the resulting 85th percentile vehicle speed captured during those time intervals being displayed as the corresponding speed value on the vertical axis.



Contact Us

For questions or comments about this product, please contact us at the following:

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